



## 2015 Chicago and Great Lakes Regional Operations & Construction Coordination Meeting



# CMAP

Industry Presentation – Feb 4 , 2015

Daniel Burke, P.E., S.E., Deputy Commissioner  
Chicago Department of Transportation

# CDOT by the Numbers

- \* \$600-800 Million Annual Budget
- \* More than half from state or federal grants
- \* 376 bridges and viaducts
- \* 4,091 miles of streets (excluding Expressways)
- \* 26,658 intersections (2,935 signalized)
- \* 10,646,110 feet of lane striping
- \* 12,145 bike racks
- \* 10,997 trees planted/year
- \* 59 stations and 50 miles of track owned by CDOT but operated by CTA

# Upcoming Downtown Transit Projects:

- \* Washington Wabash Loop Elevated CTA Station
- \* Central Loop Bus Rapid Transit
- \* Union Station Transit Center



# Washington/Wabash CTA Station – Project Highlights

- \* Will be the 6<sup>th</sup> busiest CTA Station
- \* Increased entering / exiting capacity
- \* New 'signature canopy' that will provide continuous coverage along the length of the platform
- \* Station accessible from Washington and Madison Streets
- \* Elevators on each side of Wabash
- \* Four new entrance / exit stairs and a new escalator
- \* Expanded fare control
- \* Additional platform capacity
- \* Surveillance cameras
- \* LED energy efficient lighting
- \* **PROJECT OUT TO BID**
- \* **BIDS OPEN: NOV 18, 2014**
- \* **CONSTRUCTION START: MARCH 2015**

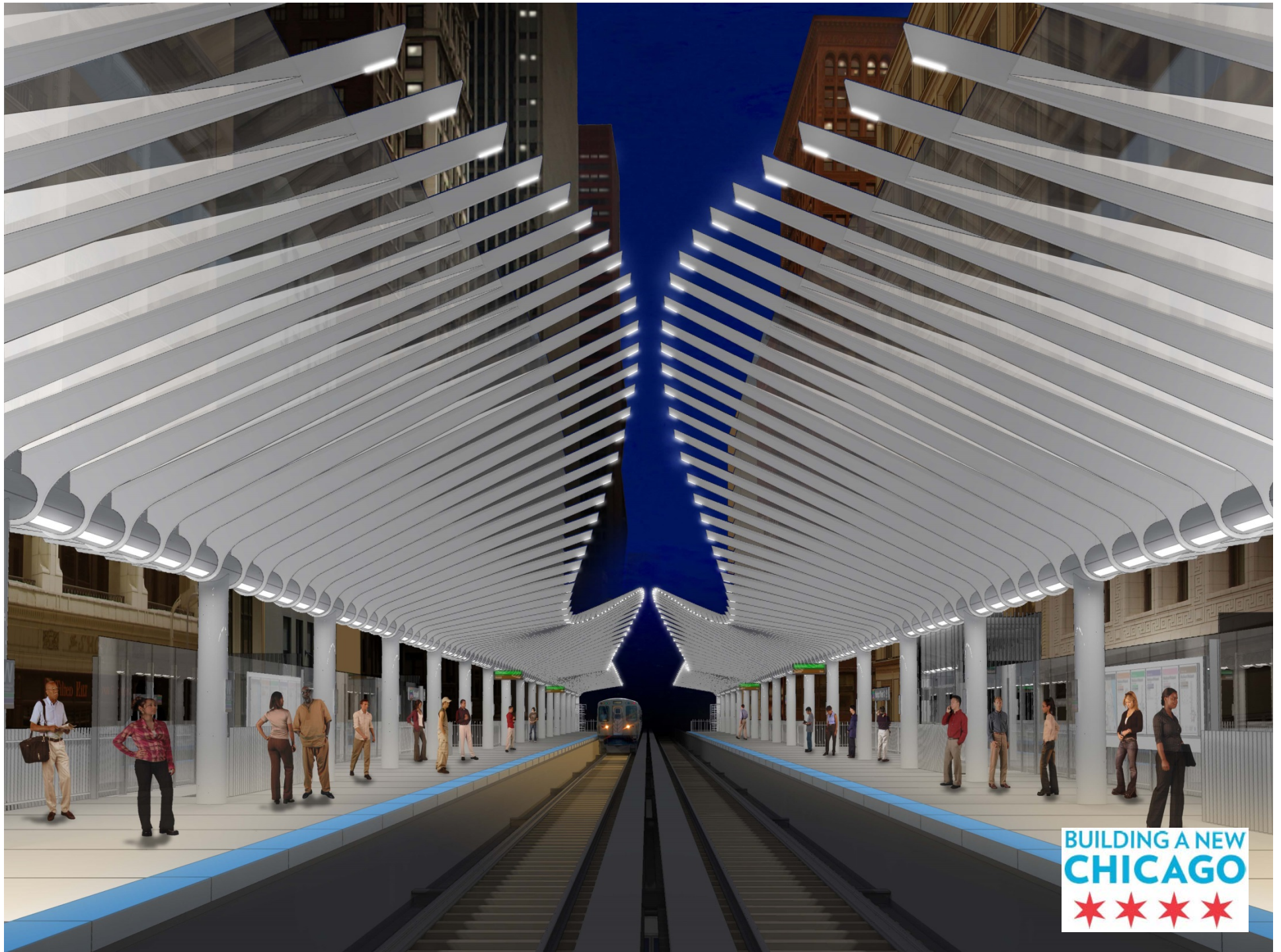






BUILDING A NEW  
**CHICAGO**  
★★★★

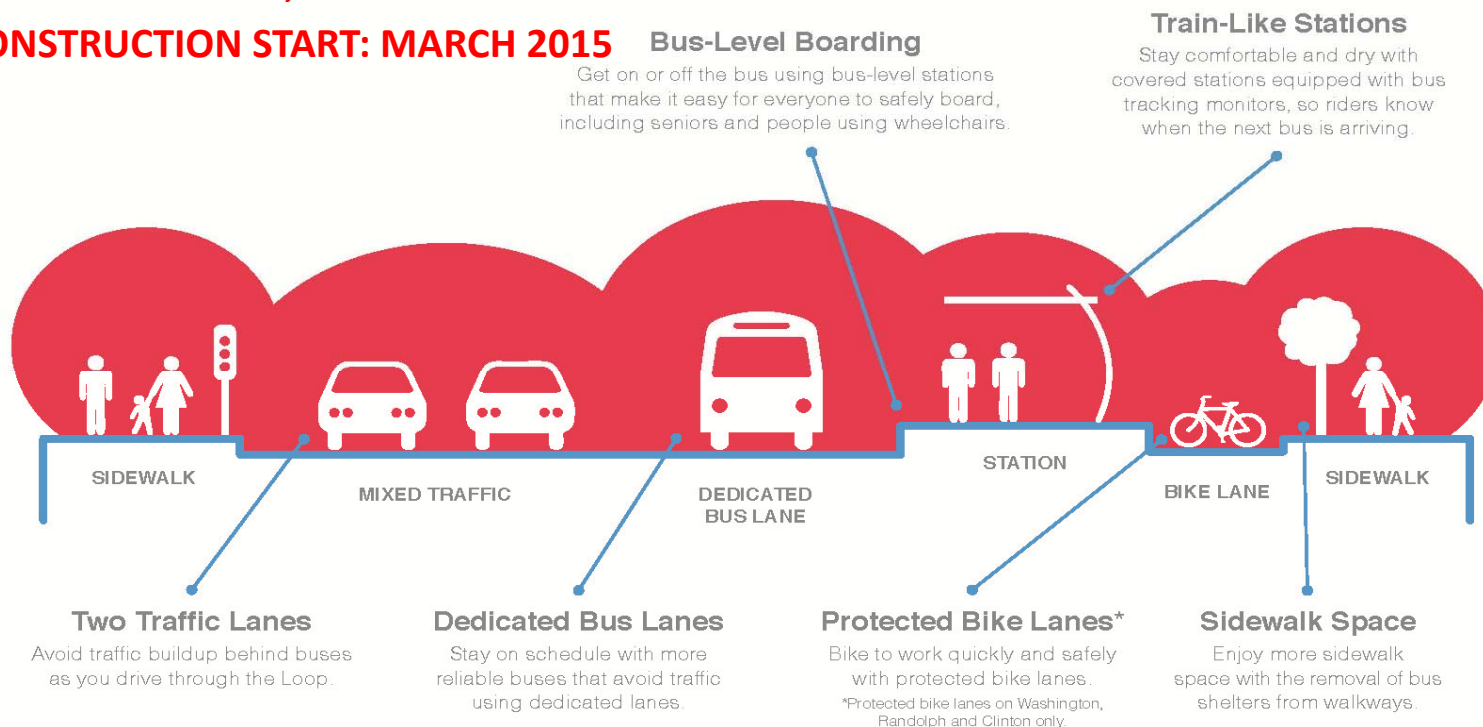
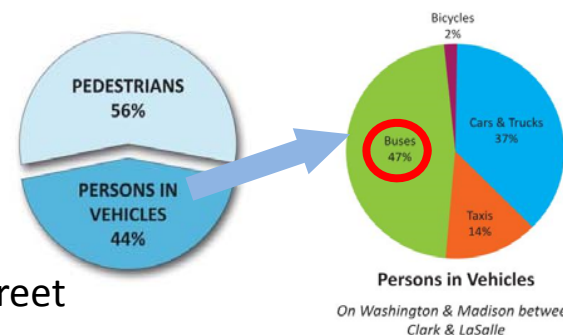




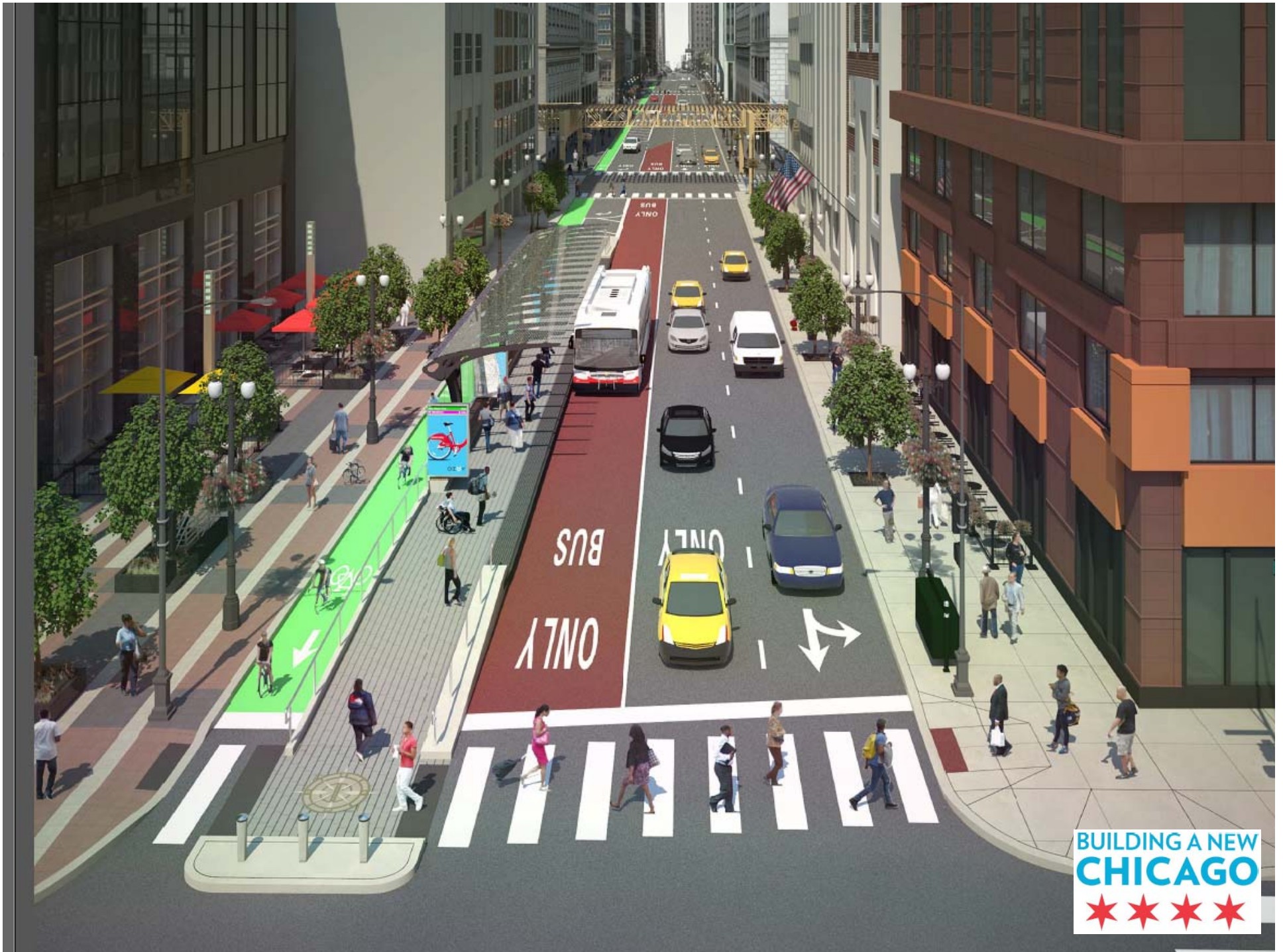
BUILDING A NEW  
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# Central Loop BRT : Features

- \* Dedicated bus lanes with red concrete surface for 6 bus routes
- \* 8 BRT Stations with level boarding
- \* Bus Queue Jump at 7 intersections
- \* Protected bike lanes and bicycle traffic signals
- \* Resurfacing of all impacted streets
- \* New pick-up/drop-off configuration at Union Station on Canal Street
- \* **PROJECT OUT TO BID**
- \* **BIDS OPEN: NOV 6, 2014**
- \* **CONSTRUCTION START: MARCH 2015**











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# Union Station Transit Center – Project Purpose

- \* Provide direct connections to Amtrak, Metra, and the Central Loop BRT, enabling the transportation hub to work more effectively and efficiently
- \* Alleviate traffic congestion around Union Station by moving CTA bus stops to an off-street centralized terminal
- \* Improve customer amenities and direct, weather-protected connection, to Union Station
- \* **PROJECT OUT TO BID**
- \* **BIDS OPEN: NOV 13, 2014**
- \* **CONSTRUCTION START: MARCH 2015**





## HIGHWAYS PROGRAMS AND RESPONSIBILITIES

- ✦ Street Reconstruction
- ✦ Arterial and Collector Street Resurfacing Program
- ✦ WPA Program
- ✦ Industrial Street Program
- ✦ Community Infrastructure Contracts (CIC) – 8 projects/ zones
- ✦ CHA New Streets Program
- ✦ Vertical Clearance Improvements
- ✦ Landscape and Sustainability in the ROW
- ✦ ADA Ramps
- ✦ Traffic Signals

# HIGHWAYS PROJECTS

## PROJECTS TO BE BID OR START CONSTRUCTION IN 2015

### Construction Cost \$5M+ (Anticipated Ad Date):

- \* Four (4) Area Arterial Resurfacing projects with construction of adjacent ADA ramps (**Bid 1Q 2015**)
- \* Kinzie II Improvements: Reconstruction of Kinzie St. - Carpenter to Des Plaines (**Bid 3Q 2015**)

### Construction Cost \$1M+ (Anticipated Ad Date):

- \* Citywide Viaduct Roadway Improvements-Project 2 (**11 locations-Bid 1Q 2015**)
- \* Root Street Reconstruction - Halsted to Emerald (**Bid 1Q 2015**)
- \* Wentworth Avenue Phase A (Ping Tom Park) (**Bid 1Q 2015**)
- \* Oak Park Avenue-Irving Park Road to Forest Preserve Drive (**Bid 1Q 2015**)



# DAMEN/ELSTON/FULLERTON



- ✳️ Damen-Elston-Fullerton is a six (6) legged, skewed intersection, which actually consists of three intersections, consistently a top crash location in the City of Chicago.
- ✳️ Construction of a rerouted Elston Ave. will alleviate congestion, improve safety, and reduce delay at all three new intersections.
- ✳️ Approximate construction cost is \$15-20M.



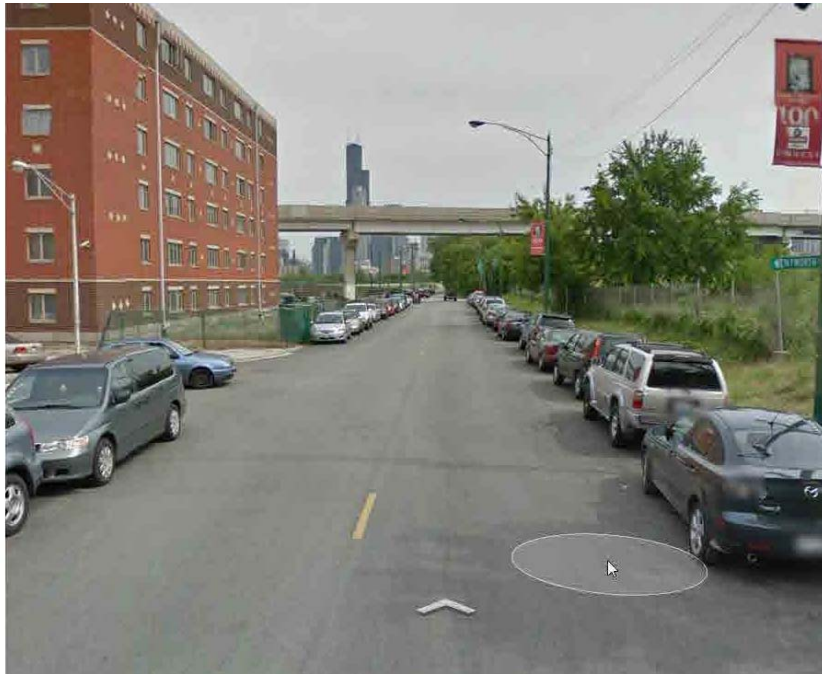
## Project Schedule

October '14- March '15	Demolition
November 2014	Right-of-Way Acquisition/ Relocation complete
<b>December 2014</b>	<b>Advertise Bids</b>
March 2015	Contract Commences
December 2015	New Road Opens
Summer 2017	Project Completion

# WELLS WENTWORTH CONNECTOR

## SECTION 1 IMPROVEMENT: W. 19<sup>TH</sup> ST. TO W. 17<sup>TH</sup> ST.

Existing view - facing north at 19<sup>th</sup>/ Wentworth



Proposed view - facing north at 19<sup>th</sup>/ Wentworth Avenue



- \* The first portion of the project will highlight the entrance to Ping Tom Park and improve access to the new field house (2013).
- \* New widened Wentworth Avenue now will accommodate bicyclists, pedestrians, and vehicles with new sidewalks, buffered bike lanes, and improved landscape/streetscape features. On street parking will remain.
- \* Estimated cost is between \$2-5M. **Bid 1Q 2015**



## 2015 STP SIGNAL PROGRAM

Total Cost: \$4 M – 80% Federal Funds (STP)/ 20% State Match  
Partial, New, and Full Traffic Signal Modernizations

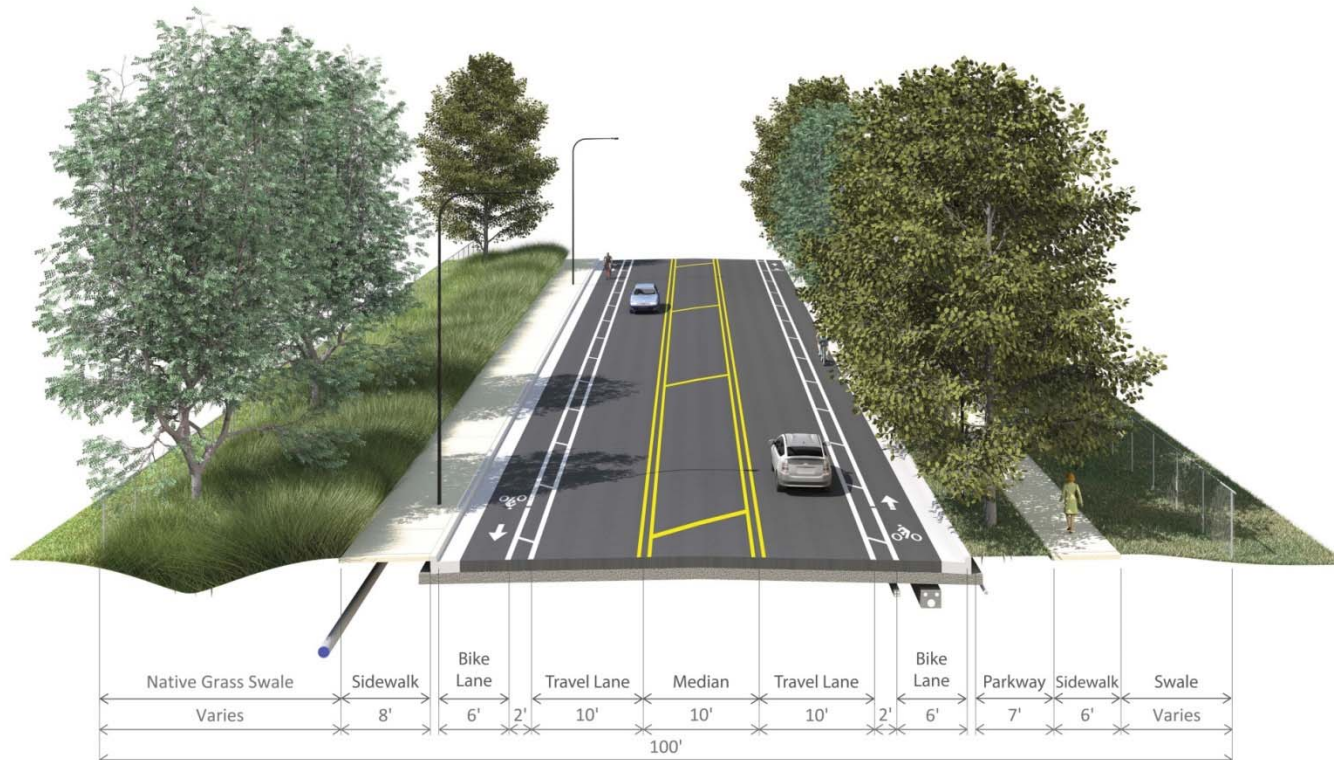
**Bid 3Q 2015**



Example  
Modernization



## OAK PARK AVENUE



- Scope- Reconstruction of Oak Park Ave. from Irving Park Rd. to Forest Preserve Dr.
- **Bid 4Q 2014**
- Construction Start - Spring 2015
- Construction Completion- Fall 2015



# Upcoming Bridge and Shoreline Projects:

- \* Chicago Riverwalk Phase 3 – LaSalle St. to Lake St.
- \* Adams Street Bascule Bridge and Viaduct over Chicago Union Station
- \* Western Avenue Improvement Project (incl. Viaduct over Belmont/Clybourn and Bridge over NB Chicago River)
- \* Pin & Link Expansion Joint Retrofits II – Bridges Citywide
- \* Bridge Painting Program: Contract 5 & Contract 6
- \* Albany Park Stormwater Diversion Tunnel
- \* 31st Street Bridge over Metra and CN RR Reconstruction Project
- \* 41st Street Pedestrian Bridge
- \* 43<sup>rd</sup> Street Pedestrian Bridge
- \* Oakwood Blvd Bridge over Metra and CN RR
- \* Lakefront Trail over the Chicago River



## Chicago Riverwalk

### Project Scope of Work

The goal of the Riverwalk project is to provide a continuous promenade along the south bank of the Chicago River from State Street to Lake Street. It includes constructing underbridge connections under the Dearborn Street, Clark Street, La Salle Street, Wells Street and Franklin Street.

Phase 2 from State Street to La Salle Street consists of constructing two underbridge connections, installing a new steel sheet pile riverwall 25 feet north of the existing riverwall, constructing a new substructure and foundation for the riverwalk, ADA accessible walkways and ramps. Other project enhancements include architectural elements for the Marina, Cove and River Theater.

Phase 3 from La Salle Street to Lake Street constructing three underbridge connections, installing a new steel sheet pile riverwall, constructing a new substructure and foundation for the riverwalk, ADA accessible walkways and ramps, as well as other architectural enhancements.

### Project Schedule:

#### Phase 2 – State St. to LaSalle St.: Under Construction

Construction Start: January 2014

Construction End: May 2015

#### Phase 3 – LaSalle St. to Lake St.: In Design

**Bid: 4Q 2014**

**Construction Start: February 2015**

Construction End: Spring 2016

Funding Source: TIFIA

**Current Project Status:** Construction of Phase 2 is ongoing. Design of Phase 3 is ongoing.

# CHICAGO RIVERWALK

**PHASE 2-  
STATE TO LASALLE  
Construction January 2014 - Spring 2015**



**PHASE 3-  
LASALLE TO LAKE  
Construction February 2015-Spring  
2016**





The Cove between State St. & Dearborn St.

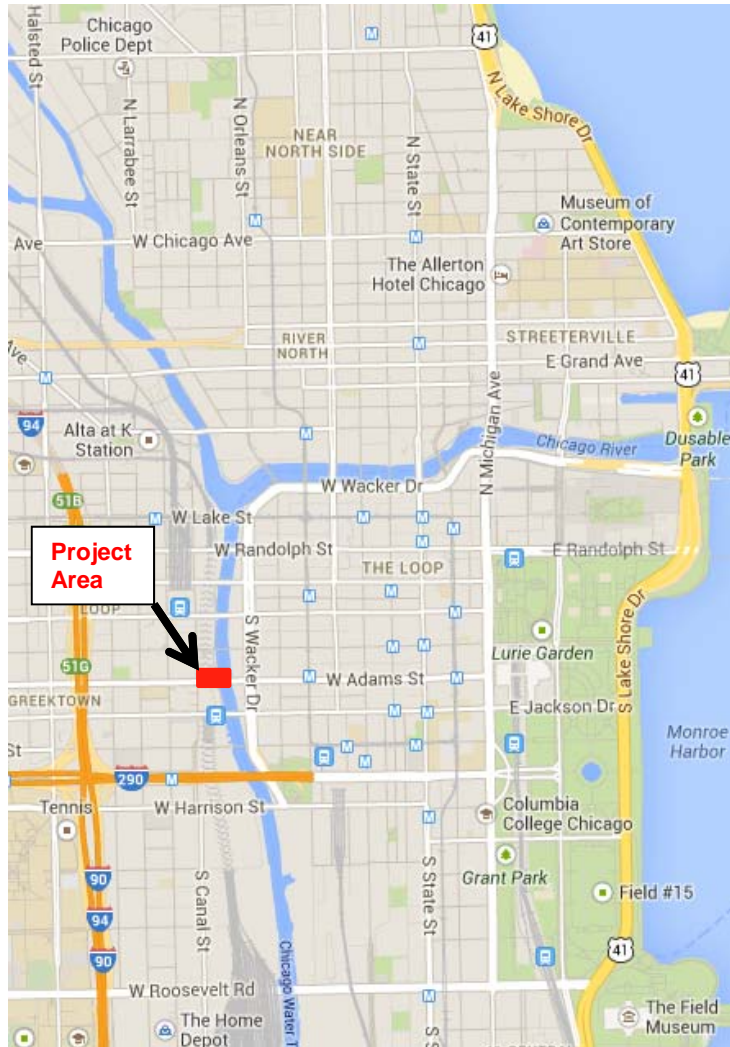


The Marina between Dearborn St. & Clark St.



The River Theater between Clark St. & LaSalle St.





## Adams Street Bascule Bridge and Viaduct over Chicago Union Station

### Project Scope of Work

The Adams Street Bascule Bridge and Viaduct over Chicago Union Station project consists of the removal and replacement of the existing 88 year old viaduct structure over 13 railroad tracks and 5 passenger platforms of the North Concourse of Chicago Union Station. The project also includes structural repairs to the adjacent bascule bridge over the Chicago River and improvements to the intersection of Adams Street and Canal Street.

The scope of work includes demolition of the existing viaduct structure; construction of a new viaduct substructure from the grade beam up; construction of a new viaduct superstructure and deck; bascule bridge repairs; pavement resurfacing; installation of new roadway lighting and traffic signals; ADA compliant sidewalk ramps; and drainage improvements.

### Project Schedule:

**Bid: 1Q 2015**

**Construction Start: June 2015**

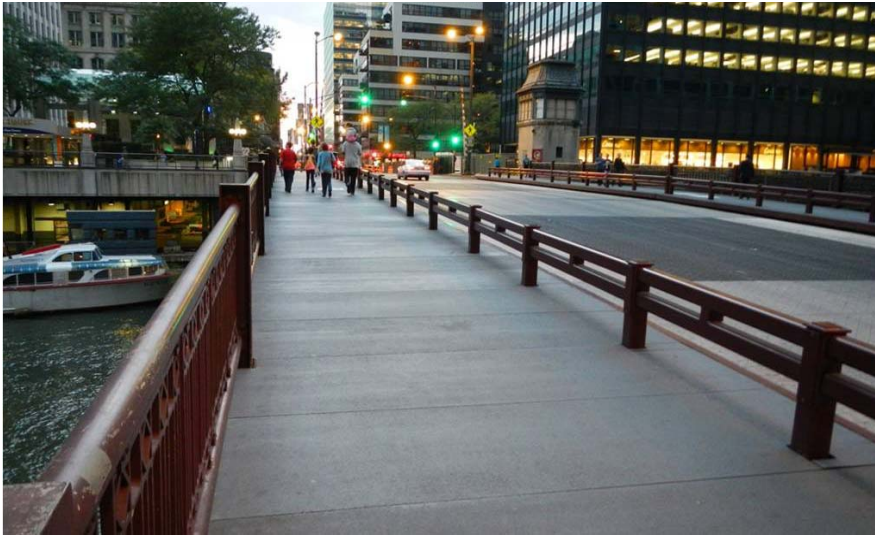
Construction End: August 2016

Funding Source: FHWA/IDOT

**Current Project Status:** Completing agreements with impacted railroads.

**Note:** Adams Street will be closed between Canal Street and Wacker Drive for the duration of the construction project.





Looking West on Adams St. from Bascule bridge toward Viaduct



At platform level under Adams St. Viaduct over Union Station

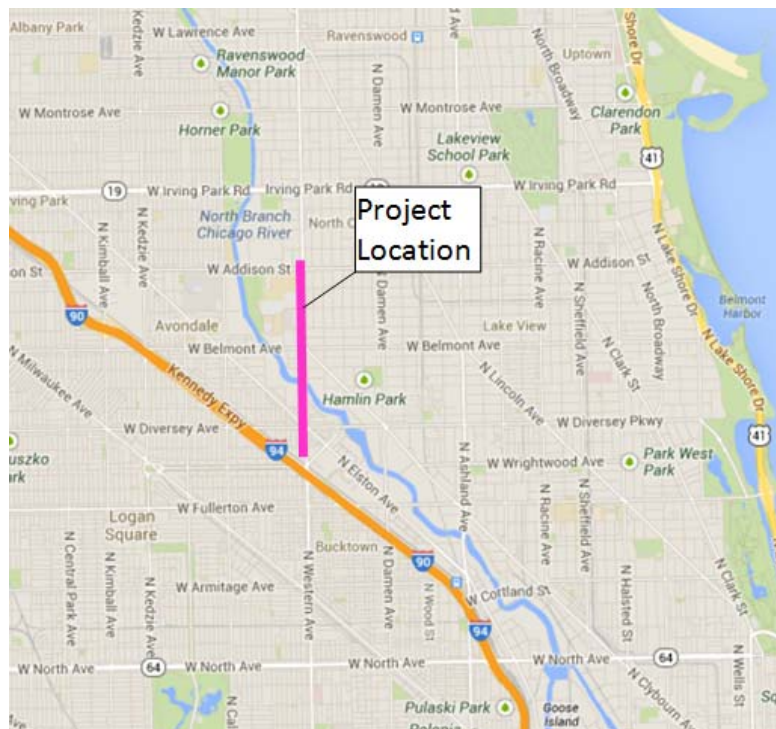


At platform level under Adams St.  
Viaduct over Union Station



Looking North at Adams St. Bascule bridge over the Chicago River





## Western Avenue Improvement Project (incl. Viaduct over Belmont/Clybourn and Bridge over NB Chicago River)

### Project Scope of Work

The existing Western Avenue viaduct over Belmont and Clybourn is deteriorating and reaching the end of its useful life. This project includes the improvement of Western Avenue from Logan Boulevard to Addison Street and includes the viaduct removal and repairs to the bridge over NB Chicago River.

The existing viaduct removal will allow for the construction of a five-leg at-grade intersection at Belmont, Western and Clybourn. There will also be improvements at the intersections of Western/Schubert, the six-leg intersection of Western/Diversey/Elston, Western/Roscoe and Western/Addison. Other project features include the improvement of traffic flow which includes intersection and signal improvements (including modernization and pedestrian countdown signals) and the installation of a traffic signal interconnect system; and improvements to vehicular and pedestrian safety.

### Project Schedule:

**Bid: 1Q 2015**

**Construction Start: March 2015**

Construction End: November 2016

Funding Source: FHWA

**Current Project Status:** Completing final design





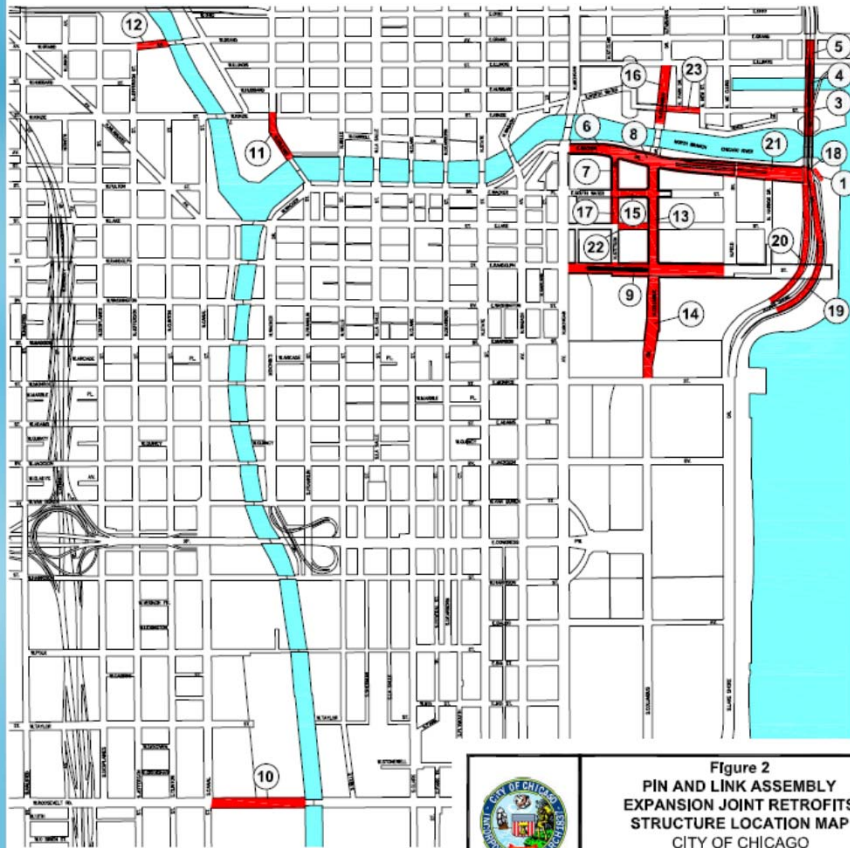


Figure 2  
PIN AND LINK ASSEMBLY  
EXPANSION JOINT RETROFITS  
STRUCTURE LOCATION MAP  
CITY OF CHICAGO  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF ENGINEERING



## Pin & Link Expansion Joint Retrofits – Bridges Citywide

### Project Scope of Work

Pin and link assemblies are found in multi-span bridges designed prior to 1970. The assemblies allow for movement at the expansion joint; however, over time the expansion joints above fail, allowing water and salt to corrode the assemblies. This retrofit will continue work started in the 1990s, when CDOT in-house crews replaced hundreds of these connections.

The scope of the project is to replace the remaining existing pin & link assemblies and associated expansion joints. The total retrofit includes 23 bridges, 60 spans, 1,272 pin and link assemblies and 81 expansion joints. The areas around the assemblies will be cleaned and painted and the concrete around expansion joints will be patched and cleaned prior to installation. The work will be split into two construction contracts.

### Project Schedule:

#### Project 1 : Awarded

Construction Start:	December 2014
Construction End:	November 2015

#### Project 2

**Bid: 3Q 2015**

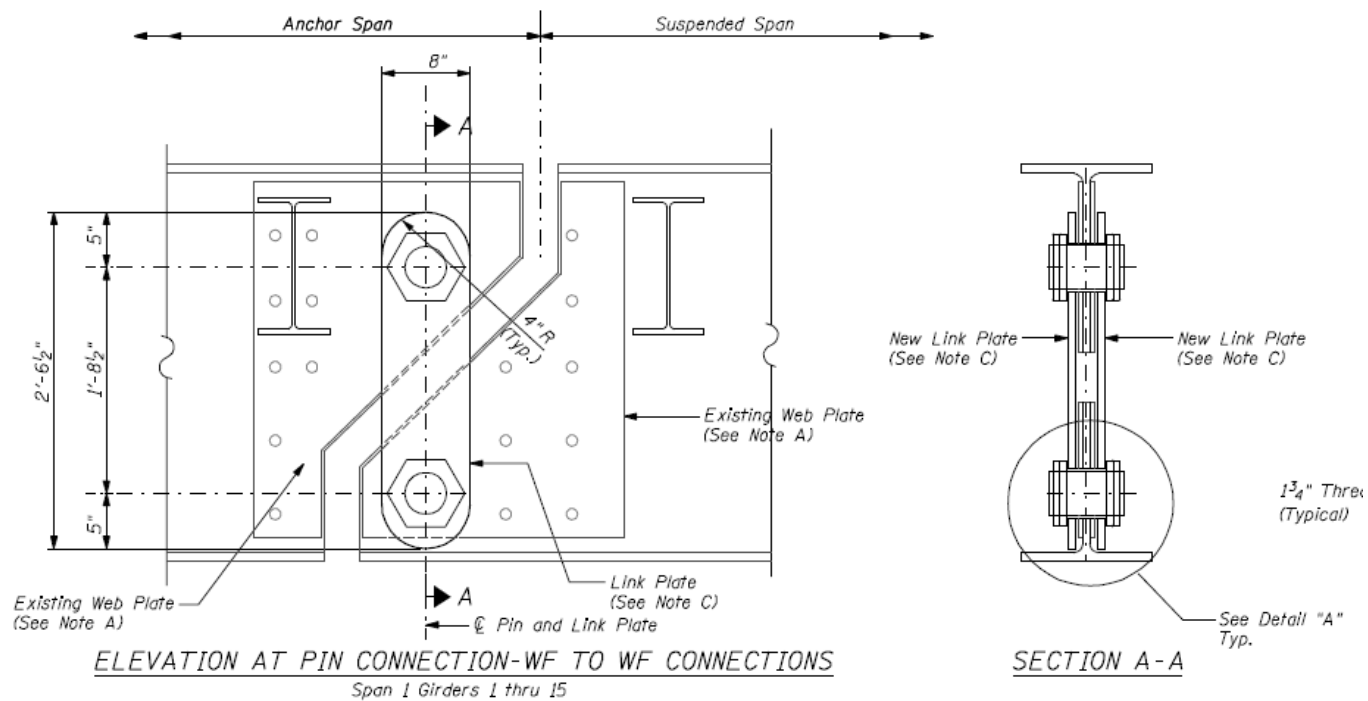
**Construction Start: September 2015**

Construction End: June 2016

Funding Source: FHWA

**Current Project Status:** NTP for Project 1 is eminent. Design of Project 2 is ongoing.





Proposed joint replacement details



Bicycle ramp with pin and link joint



## 41st Street Pedestrian Bridge

### Project Scope of Work:

The 41st Street Pedestrian Bridge is a brand new structure at this location and a twin structure to the 43rd Street Pedestrian Bridge. This project was identified as a priority during the South Lakefront Access Study and provides access every ¼ mile.

The proposed pedestrian bridge is 2 span inclined arch structure crossing over Lake Shore Drive and the RR tracks. The bridge will be fully compliant with current ADA standards. The improvements include both architectural and safety lighting and landscaping enhancements.

### Project Schedule:

Phase II Design: 30% Complete

**Bid: 3Q 2015**

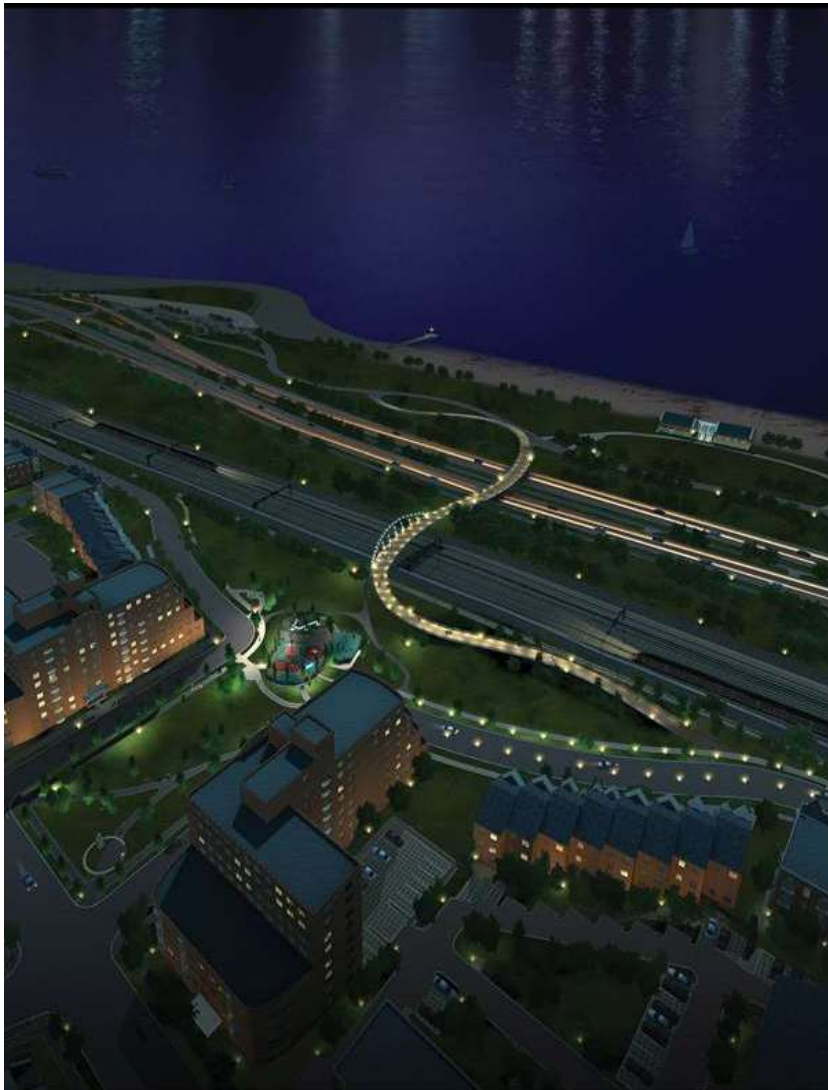
**Construction Start: November 2015**

Construction End: June 2017

Funding Source: TIGER GRANT

**Current Project Status:** Phase II Design







## 43rd Street Pedestrian Bridge

### Project Scope of Work:

The 43rd Street Pedestrian Bridge is more than 75 years old. The existing structure carries a pedestrian walkway over Lake Shore Drive, Metra and Canadian National Railroad connecting the 43rd Street to the Lakefront Trail.

This project will remove the non-accessible and deteriorated structure and replace it with a 2 span inclined arch bridge. The bridge will be fully compliant with current ADA standards and feature a pocket park at the west landing. The improvements include both architectural and safety lighting and landscaping enhancements.

### Project Schedule:

Phase II Design: 30% Complete

**Bid:** **3Q 2015**

**Construction Start:** **December 2015**

Construction End: June 2017

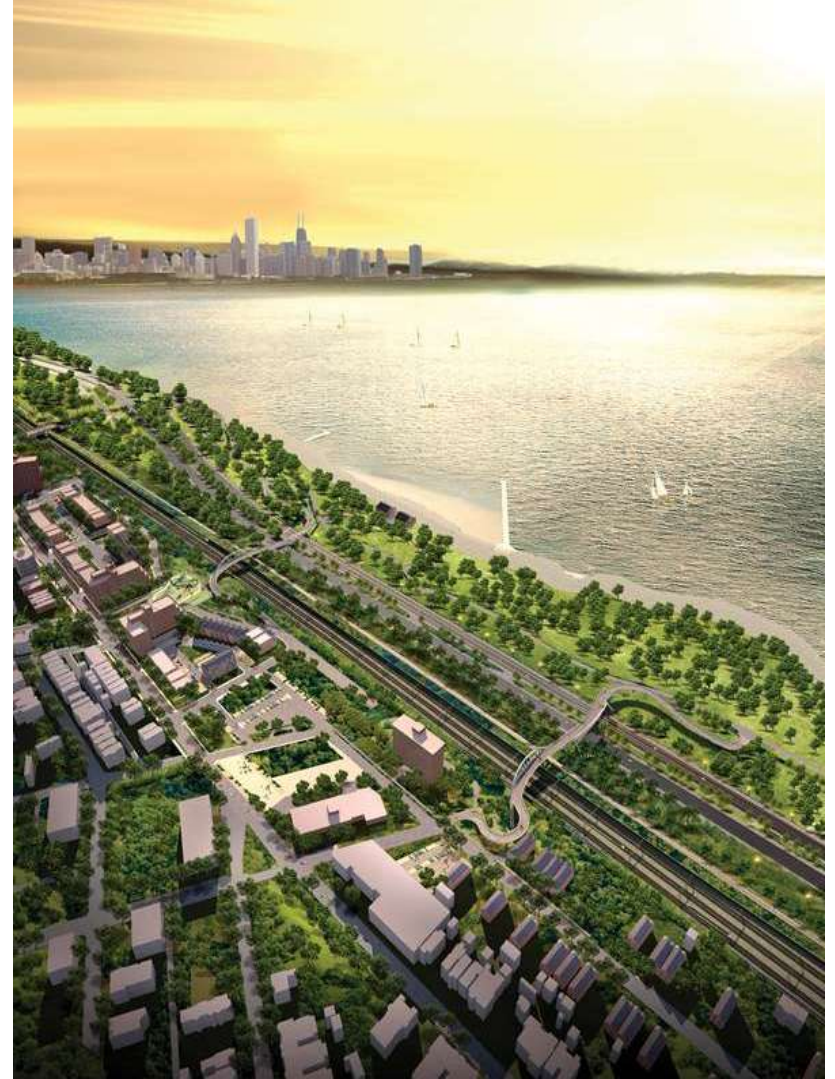
Funding Source: Federal / State

**Current Project Status:** Phase II Design

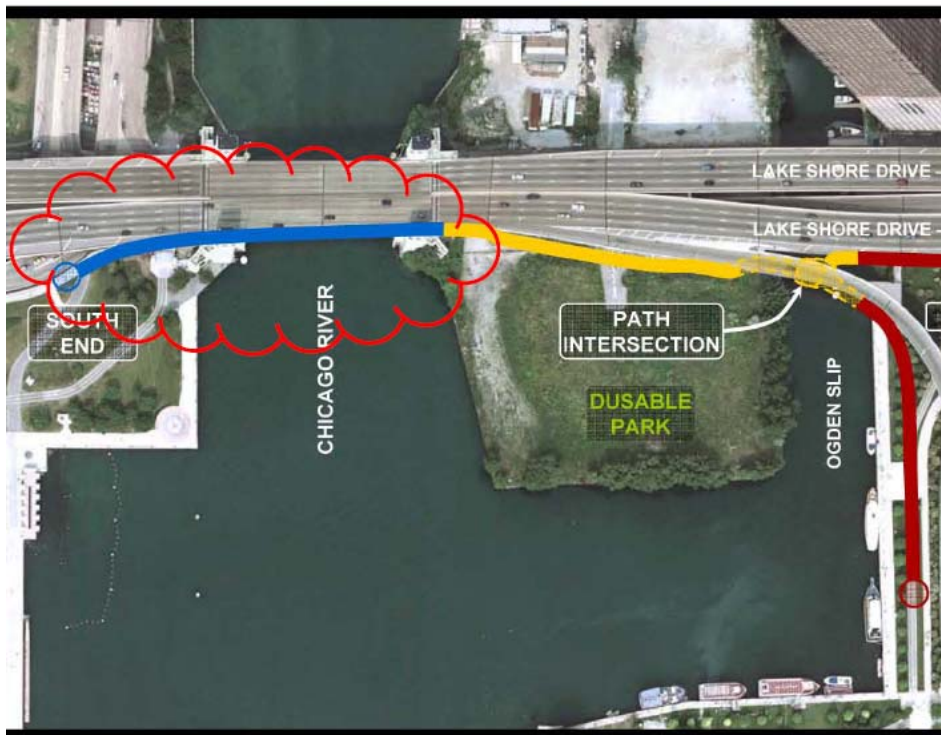







**CDOT**  
CHICAGO DEPARTMENT  
OF TRANSPORTATION







PROJECT NAME	
	1. OVER THE CHICAGO RIVER
	2. OVER OGDEN SLIP AND DUSABLE PARK
	3. FROM NORTH OGDEN SLIP TO JANE ADDAMS PARK

## Lakefront Trail over the Chicago River

### Project Scope of Work:

Includes widening the existing lower deck sidewalk along the east side of the Lake Shore Drive Bascule Bridge. The new configuration requires modifications to the existing bridge houses and two additional bridge pier protections dolphins in the river.

### Project Schedule:

Phase II Design: 30% Complete

**Bid:** **3Q 2015**

**Construction Start:** **December 2015**

Construction End: November 2016

Funding Source: FHWA/IDOT

**Current Project Status:** Phase II Design





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